

The Hong Kong Daily Press

No. 8358

三十五年九月一日

HONGKONG, MONDAY, SEPTEMBER 29th, 1884.

一月

號九十二月九英華香

PRICE \$25 PER MONTH.

SHIPPING.

ARRIVALS.
September 27. AGAMEMNON, British steamer, 1,522 James Wilding. Shanghai 20th September, and Foochow 25th. General BUTTERFIELD & SWIRE.
September 26. P. N. BLANCHARD, American ship, 1,503 F. L. Olson. Cardiff 29th May. Coal—CHINESE.
September 27. T. H. HOOD, British str., 902. W. Jarvis. Bangkok 16th September, General SIENNESS & CO.
September 27. TANIAS, French steamer, 1,259. Yokohama 21st September. General MESSAGERIES MARITIMES.
September 27. GLUCKSBURG, German steamer, 917. Borckholz. Singapore 20th September. General—BUN HIN CHAN.
September 28. CASADEA, German str., 1,046. Lindemann. Newchwang via Chefoo 22nd Sept. Bound—SIENNESS & CO.
September 28. DOUGLAS, British steamer, 982. Ashton. Foochow 25th September. Amy 26th, and Swatow 27th. General—DOUGLAS LAPRAIK & CO.
September 28. YANKEE, British steamer, 783. F. Schulz. Shanghai 25th Sept. General—SIENNESS & CO.
September 28. SAGAMI MARU, Japanese str., Day. London 15th August, and Singapore 22nd September. General—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

27th September.

Greyhound, British str., for Hoibow.

Tetuan, British bark, for Nagasaki.

Agamemnon, British str., for Singapore.

Taiping, British str., for Singapore.

Elektra, A.-str., for Singapore.

Liaja, German str., for Singapore.

Kong Lang, British str., for Swatow.

Bellona, German str., for Shanghai.

DEPARTURES.

September 27. NAPLES, British steamer, for Singapore.

September 27. ATWINE, German steamer, for Haiphong.

September 27. PLUVIER, French gun boat, for Seirou.

September 27. DA. ESTERIANA, Portuguese corvette, for a cruise.

September 27. NINHO, British steamer, for Whampoa.

September 27. RAINY, British str., for Yoko-hama.

September 27. HORSEGUARD, British str., for Bangkok.

September 27. MATILDA, American ship, for Guan.

September 27. ADELIA, German bark, for Long-Sau Bay.

September 27. ANAMMON, British steamer, for London.

September 27. TAISANG, British steamer, for Calcutta.

September 27. KONG BENG, British steamer, for Swatow.

September 27. BELLENA, German steamer, for Shanghai.

September 27. GLACIUS, British steamer, for Amoy.

September 27. GLENCOLE, British steamer, for London.

September 27. BRICKLA, Austr.-Hungarian str., for Trieste.

September 28. GREYHOUND, British steamer, for Hoibow.

September 28. TETUAN, Brit. str., for Nagasaki.

PASSENGERS.

ARRIVED.

Per Agamemnon, str., from Shanghai, Mr. Mr. and Mrs. Mackenzie, Mrs. Twiss, Messrs. Allen, McElvain, Twiss and Capt. Law, and 55 Chinese.

Per C. T. Hook, from Bangkok—Mr. Satow, British Consul-General, and servant, and 50 Chinese.

Per Cassandra, str., from Newchwang, &c.—5 Chinese.

Per Douglas, str., from Coast Porta—150 Chinese.

Per Yangtze, str., from Shanghai—Mr. Tsoch, one European, and 21 Chinese, deck.

Per Tuanis, str., from Yokohama—Sisters Marie Olier and Anastasia, Revs. J. L. Laplais and A. Clement.

Per Glucksburg, str., from Singapore—333 Chinese.

DEPARTED.

Per Elektra, str., for Trieste—Mr. and Mrs. Schaefer and two children. For Singapore and Penang—335 coolies.

REPORTS.

The German steamer Cesarea reports left Newchwang via Choofo on the 22nd inst., and bound southward.

The British steamer Yankee reports left Shanghai on the 25th inst., and experienced moderate N.E. monsoon with fine, clear weather the whole passage.

The British steamer Agamemnon reports left Shanghai on the 25th inst., and had fine N.W. winds in Gulf; light variable winds to 150 miles South of Hongkong; thence to port fixed. N.E. winds and squally weather.

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NOTICE.

A. S. WATSON & CO.
FAMILY AND DISPENSING
CHEMISTS,
By Appointment to His Excellency the Governor and His Royal Highness the Duke of EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGISTS' SUNDRIES,
And
SERATED WATER MAKERS,
SHIPS' MEDICINE CHESTS REFITTED
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co.,
HONGKONG DISPENSARY. 123

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Advertisers for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued indefinitely.

Orders for sets copies of the Daily Press should be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

DUTCH.
On the 26th September, at 5.30 p.m., Madame J. ULLMAN, of 10, Worcester Place, London, 1813.

MARSHAL.
On the 27th September, at St. John's Cathedral, by the Rev. W. Jennings, Colonial Chaplain, Jones, editor of John Bull, Regis of the Royal Engineers, Captain of the Royal Engineers, Adjutant of Her Majesty's Dragoon Guards, of Westbourne Park, London, and men of Hon. W. H. March, C.M.G., Colonial Secretary, Hongkong.

The Daily Press.

HONGKONG, SEPTEMBER 29TH, 1884.

"It is war?" writes Mr. W. T. Kerr, of Foochow, in Saturday's issue of the Daily Press, when referring to the hostilities between France and China. The question can hardly be answered officially. On the French side it distinctly is not war; they urge that they have only taken reprisals for the attack upon French troops at Lingnan, and they have not declared war. Some doubt exists in many minds as to whether the French have not overstepped the bounds of international law in the operations they have carried out against China, but we have not been able to coincide with that belief. It may be some satisfaction to doubters, however, to quote the opinion of an eminent authority on the subject. In his valuable "Manual of International Law," Mr. Ferguson, the Netherlands Minister to China, has a chapter on the "condition between peace and war"—a condition now existing between France and China. In this chapter Mr. Ferguson cites the following measures as acts of reprisal, short of war, which may be sanctioned in the present state of international law:

1st.—Suspension of the operation of treaties, when the reprisal is directed against arbitrary repudiation of treaty obligations.

2nd.—Embargo on ships in port belonging to the offending State so as to keep in sequestration pending its trial.

3rd.—Seizure, taking possession of, or occupying the other's territory in dispute.

4th.—Surrender and confiscation of public vessels and other public property of the offending State.

5th.—Bombarding of military works or public establishments of the State.

It will be seen that France has not gone beyond the acts of reprisal sanctioned; she has not attacked or destroyed the property of private persons, unless the pitching overboard of the guns of a trading junk just outside Hongkong harbour by the *Atlantis* be excepted, and that would seem to have been a mistake, which we trust will not be repeated. Nor has France attempted a blockade of the Chinese ports. For this former, because the Chinese have to thank their commercial intercourse with foreign nations. This measure of constraint may be and has been applied in time of peace, but it is not by any means, Mr. Ferguson tells us, an undisputed principle of international law. Wooster says:—"Uninterrupted commercial intercourse in time of peace is now regarded almost as an absolute right, and the injuries inflicted in such a way on friendly States would cause third Powers to protest with energy or to retaliate." Referring to the abstention by France of the employment of this weapon of coercion, the Dutch Minister goes on to remark:—"It was probably to respect the above mentioned right of third Powers to uninterrupted commercial intercourse, that France, when applying measures of constraint on China, in her recent dispute with regard to Tonquin, limited herself to the bombardment of forts and arsenals and the engagement of Chinese war vessels. Bombarding military works or public establishments of a State and attacking vessels of war, seem to have become now the only acts of reparation short of war which stand the best chance of being looked on by third Powers without protest."

We have all along maintained, theonus of declaring war rests upon China, and this opinion is emphatically borne out by the following passage from Mr. Ferguson's work above quoted. Alluding to the taking of reprisals, he says:—"Enough being, in fact, acts of war, these measures of constraint do not always constitute *cavus beli*, as the intention is not to make a direct war against the other State, but merely to place the latter on the horns of a dilemma, viz., either to make good the wrong done by injury or neglect, or to take the chances of open warfare, so that it devolves in such a case on the State towards which the measures of constraint are directed to determine whether it will regard them as constituting any *cavus beli* or not. If the State affected regards the stress or constraint put upon it as a challenge, and proceeds to declare war, the state of war and its legal consequences may be regarded to have been begun from the time when the measure, which is declared to be a *cavus beli*, took effect. If, however, the constrained State, for exceptional reasons, does not regard the acts committed as necessarily entailing war, the aggrieved State is bound to content itself with the special measures of constraint, when these are reasonably calculated to afford sufficient material guarantees, until the whole question can be settled by amicable arrangement or arbitration." Now there is little doubt that the Chinese Government do intend the bombardment of the Manozi Arsenal and the destruction of the Foochow Squadron a *cavus beli*, but they have not yet, for some inscrutable reason, formally declared war. The Imperial Edict of the 27th August last, though stating that war had been reluctantly declared against France, was not preceded by a formal declaration, or the Foreign Ministers at Peking would have been officially notified of the fact. It is evident that a *cavus beli* still exists, and the Peking Government evinces extraordinary reluctance to put an end to this state of things. Does this arise out of their proverbial procrastination, or is it an indication that the mandarins secretly still cherish hopes of an amicable settlement of the questions at issue with France? It would afford most satisfaction to receive the latter.

In the recent cases in which boat people have been prosecuted for refusing to work for French men-of-war or merchant ships, the accused are really to be pitied. They are in a most unfortunate position, having to take the choice of two evils. It is very questionable whether they are actuated so much by patriotic feeling, in refusing to work for Frenchmen, as by fear. Most of those who have property or friends or relatives on the mainland, and the authorities there, as they know too well, have the power of putting the screw on terribly through these means. A proclamation recently issued by the Vicaroy and Governor of Canton refers to Chinese traitors in Hongkong and Macao, warning ship carpenters not to assist in repairing French vessels, and Chinese generally not to accept service under the French, and says "it has been decided to search for and arrest the relations of the traitors for punishment according to law." The Chinese Authorities have by various means beneath the surface a considerable power of wire pulling, which they use upon occasion. In refusing to incur risk of the cruel punishment the Chinese officials at Canton could inflict if they took such work, and incurring in preference penalties imposed by British law, doubtless the workmen and coolies here consider they are choosing the lesser of the two evils, and probably they are not far from right.

The Portuguese corvette *Dona Estefania*, Captain F. da Costa Cabral, left on Saturday for Macao.

The Dutch steamer *Compte* left the Kowloon docks, and the steamer *Hazlitt* the Cosmopolitan dock yesterday.

The Ocean Steamship Co.'s steamer *Ulysses*, from London, left Singapore on Friday, for this port and Shanghai.

The Pacific Mail S. S. Co.'s steamer *City of Tokio*, with American mails, left for San Francisco on the 13th instant for Yokohama and this port.

The *Mirasmur*, a steamer lately built in England for the Kioto Uruyawa S. S. Co., left London for Japan on the 13th instant.

The Agents (Messrs. Butterfield & Swire) inform that the S. S. Co.'s steamer *Friar*, from Liverpool, left Singapore on Saturday for this port.

The *Mirasmur*, a steamer lately built in England for the Kioto Uruyawa S. S. Co., left London for Japan on the 13th instant.

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The <i

COMMERCIAL INTELLIGENCE

INSURANCES
CALEDONIAN FIRE AND LIFE
INSURANCE COMPANY
ESTABLISHED 1865.

T HE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

Malta (N.) \$539 per chl., alote, of 8 to 12 tons.

Malta (O.) \$550 to \$560 per chl., alote, of 10 to 12 tons.

Patna (New) \$560 to \$562 per chl.

Patna (Old) \$524

Beira (New) \$40

EXCHANGE.

On LONDON—

Bank Bills, on demand \$384

Bank Bills, at 30 days' sight \$383

Bank Bills, at 4 months' sight \$383

Documentary Bills, at 4 months' sight \$383

—

ON PARIS—

Bank Bills, on demand \$470

Credits, at 4 months' sight \$475

ON BOMBAY—Bank, 3 days' sight \$223

ON CALCUTTA—Bank, 3 days' sight \$223

ON SHANGHAI—Bank, sight \$781

Private, 30 days' sight \$74

SHARES.

Hongkong and Shanghai Bank Shares—123

per cent. premium

Union Insurance Society of Canton, Limited—

\$380 per share

China Fire Insurance Company's Shares—

\$62 per share

North China General—1,400 per share

Yangtze River Insurance Association—Tls. 141 per share

Hongkong Fire Insurance Company's Shares—

\$39 per share

China Fire Insurance Company's Shares—362

per share

Hongkong and Whampoa Deck Company's Shares—48 per cent. prem.

Hongkong, Canton, Macao Steamship Co.'s Shares—35 per cent. premium

India-China Steam Navigation Co.'s Shares—

25 per cent. discount

China and Manilla Steamship Company, Limited—

25 per cent. discount

Douglas Steamship Company, Limited—Par, nominal

Hongkong Gas Company's Shares—\$84 per share

Honolulu Hotel Company's Shares—\$145 per share

Caine-Sugar Refining Company, Limited—111 per share

China Sugar Refining Company (Debtors)—nominal

Guzon Sugar Refining Company, Limited—\$77 per share

Hongkong Ice Company's Shares—\$140 per share

Hongkong and China Bakery Company, Limited—\$100 per share

Perak Tia Mining and Smelting Company—\$50 per share

Selangor Tin Mining Company—\$60 per share

Perak Sugar Cultivation Company—Tls. 35 per share

Hongkong Rope Manufacturing Company, Limited—\$60 per share

Chinese Imperial Loan of 1881—3 per cent. dis.

HONGKONG TEMPERATURE.

(From Weather Forecast No. 2's Report)

September 27th.

Agents:

HONGKONG, 18th January, 1884. (192)

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

T HE Undersigned Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$65,000, on first-class risks at current rates.

MILCHERS & CO.

Hongkong, 27th March, 1884. (19)

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

T HE Undersigned Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & CO.

Hongkong, 1st January, 1882. (18)

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED) \$1,000,000.

BOARD OF DIRECTORS.

Liu Sin Sano, Esq.

Barry Hutt, Esq.

Chan Li Choy, Esq. | Ho Chue, Esq.

The height of the instrument has been determined at 7.285, (estimating some of the heights of the stations), and the heights in these Tables are referred to 4.895 feet above sea level.

The heights in the Tables marked with a minus (-) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the heights given above.

CHINA COAST METEOROLOGICAL REGISTER.

20th September, 1884. at 8 A.M.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

T HE Undersigned Agents for the above Company, are prepared to ACCEPT RISKS on First-class Godowns at 1 per Cent. Nett premium per annum.

NORTON & CO., Agents.

Hongkong, 20th May, 1881. (554)

SUN FIRE OFFICE.

T HE Undersigned are prepared for this date to GRANT POLICIES against FIRE at the Reduced Tariff Rate to the extent of \$30,000 on First-class Risks.

LINSTEAD & DAVIS,

Agents.

Sun Fire Office.

Hongkong, 12th May, 1881. (13)

IVERPOOL AND LONDON AND GLOUCESTER INSURANCE COMPANY.

T HE Undersigned, Agents for the above Company, are prepared to accept RISKS upon FIRE-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIRIE & CO.

Agents for Phoenix Fire Office.

Hongkong, 15th August, 1881. (15)

METEOROLOGICAL REGISTER.

Hongkong, 11th May, 1881. (14)

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:

On First-class European Tercents, at 1 1/2%, Net per Annum.

On First-class Godowns, at 1 1/2%, Net per Annum.

On First-class Ships, at 1 1/2%, Net per Annum.

On First-class Chinese Tercents, at 2 1/2%, Net per Annum.

On Second-class Chinese Tercents, at 2 1/2%, Net per Annum.

DOUGLAS LAPRAIRIE & CO.

<div data-bbox="162 850 183 860" data-label="FAVOURABLE COMPARISON</div>
<div data-bbox="162 857 183 867" data-label="with ANY IN THE EAST.</div>
<div data-bbox="162 864 183 874" data-label="DAILY PRESS' OFFICE.</div>
<div data-bbox="162 871 183 881" data-label="HONGKONG.</div>
<div data-bbox="204 63 267 72" data-label="INSURANCES.</div>
<div data-bbox="204 70 294 93" data-label="ON SALE.
THE CHRONICLE & DIRECTORY
ESTABLISHED 1884.